

Approved For Release 2009/01/13 : CIA-RDP80T00246A001800440001-3

25X1

NAVY review completed.

Approved For Release 2009/01/13 : CIA-RDP80T00246A001800440001-3

This material contains information affecting the National Defense of the United States within the meaning of the Espionage Laws, Title 18, U.S.C. Secs. 793 and 794, the transmission or revelation of which in any manner to an unauthorized person is prohibited by law.

CENTRAL INTELLIGENCE AGENCY

COUNTRY

SUBJECT

Port Information: Wharves / Hydrographic data;
navigational controls; berths; harbor craft;
construction,

DATE DISTRIBUTED

20 Aug 57

NO. OF PAGES

NO. OF ENCLS.

3
SUPPLEMENT TO REPORT #

25X1

THIS IS UNEVALUATED INFORMATION

THE OFFICE OF NAVAL INTELLIGENCE FURNISHED THE FOLLOWING INFORMATION TO CIA FOR IAC DISSEMINATION IN ACCORDANCE WITH PARAGRAPH 3 c OF NSCID #7 (DIO, 8ND NO 142-57).7

2. Alphabetical Designators In connection with information contained herein, specific points of interest are noted on photostatic copy of SA Chart No 2562 and referred to in this report by the following alphabetical designators:

- A. First anchorage, controls and pilot aboard
- B. Second anchorage
- C. Third anchorage
- D. Shelter area
- E. Berthing pier
- F. Blinker station
- G. Signal station

- ### 3. Approach, Anchorage, Pilot Data and Weather

Vessel's KTA was radioed 48 and 24 hours in advance of arrival to the Iafsamai control station. Vessel arrived off Iafsamai [] but did not anchor. The vessel received a message by blinker ordering her to remain off the river entrance for the night and to proceed to position 113° 40' E, 21° 50' N, not arriving there before []. Upon arrival at this position, vessel was accompanied by a patrol craft to the first anchorage []. Controls were executed at this position and the vessel was later boarded by the pilots. The pilotage was effected by one experienced pilot and two apprentice pilots. The licensed pilot [] He provided "good" service. The vessel anchored twice on the trip up the river - once at position designated B to offload part of the cargo onto lighters and the other time at position designated C to await the berth. The weather during the call was fair with a mean temperature of 60°F. However, upon departure, a typhoon forced the vessel to remain in the shelter area labeled designator D for several days. [] the shelter area was very well protected and the vessel rode out the typhoon very well.

4. Harbor Vessel's incoming drafts were 27.054 feet forward and 28.00 feet aft. Vessel's drafts after offloading part of the cargo at designator A were 26.4 feet forward and 26.02 feet aft. After offloading more cargo at designator B vessel's drafts into the berth were 23.01 feet forward and 23.10 feet aft. The vessel's outgoing drafts were 8.1 feet forward and 14.1 feet aft.

thus allowing vessels to go on up to the First Bar before offloading into lighters.

[illegible]

<u>NOFORN</u>	<u>NO DISSEM ABROAD</u>	<u>LIMITED</u>
<p><u>LIMITED:</u> Dissemination limited to full-time employees of CIA, AEC and FBI; and, within State and Defense, to the intelligence components, other offices producing NIS elements, and higher echelons with their immediate supporting staffs. Not to be disseminated to consultants, external projects or reserve personnel on short term active duty (excepting individuals who are normally full-time employees of CIA, AEC, FBI, State or Defense) unless the written permission of the originating office has been obtained through the Assistant Director for Central Reference, CIA.</p>		

C-O-N-F-I-D-E-N-T-I-A-L

- 2 -

5. Controls The vessel was boarded at the Lafsami anchorage by the usual customs, immigration, and agency officials who were accompanied by a search party of 15 men. One team, consisting of one officer and two enlisted men, was assigned to each of the following spaces: midships, engine rooms, aftershops, aftships, and holds. The crew was mustered while passports were collected. The party remained aboard about two hours and 50 minutes. Radio, radar, binoculars, flares, and cameras were sealed. A customs official and three guards remained aboard until the anchorage at designator B was reached. The customs agent debarked there. A guard was stationed at the gangway while the vessel was at the berth to check shore passes. Shortly before departure from the berth, the vessel was boarded by a control party and a search for stowaways of about one and one-half hours' duration was conducted. The area outside Lafsami was heavily patrolled by navy patrol craft and when members of the crew tried to take pictures on the way into Lafsami, the vessel was halted and the film was seized and destroyed.
6. Harbor Craft Two tugs assisted the vessel while berthing and departing. These were 600 horsepower diesel-powered tugs which were built [redacted] 25X1
Two steel, [redacted] 800-ton lighters are used to handle cargoes offloaded 25X1
in the Lafsami area. Cargo offloaded at position designated B was placed 25X1
in crude domestic lighters, a photograph of which is submitted [redacted]
7. Berth Vessel's berth was at the berth designated E. [redacted] a diagram 25X1
of the berth which is submitted [redacted] Discharging operations 25X1
were begun [redacted] and completed [redacted] Loading operations were
begun [redacted] and completed [redacted] the pier
is well lighted for night operations. Vessel's mechanical cargo handling
facilities were used to discharge the bulk of the vessel's cargo. A small
portion of the cargo was discharged by a 50-ton floating jib crane. Two
three-ton, non-portal traveling cranes were located on the pier. 25X1
[redacted] two sets of standard-gauge railway tracks being used to clear the 25X1
dock area. [redacted] many flat-cars, all of which were in good condition. 25X1
Three gangs of stevedores working eight-hour shifts each were employed to
handle vessel's cargo. Each gang consisted of two winch operators and four
hatchmen. [redacted] females sweeping in the area and discharging
light cargoes. [redacted] the stevedores appeared to be healthy and 25X1
contented. Provisions, water and electricity were available but were not
purchased.
8. Construction [redacted] a "number" of new buildings in the vicinity of 25X1
the berth and in Canton. [redacted] a new Seamen's Club. 25X1
[redacted] it is a new two-story building containing a restaurant, bar, 25X1
movie room, reading room, and game room.
9. Naval Vessels The only naval vessel observed other than the patrol craft
in the Lafsami area was one patrol craft which passed the vessel while at the
berth and rounded the bend into the English Reach.
10. Merchant Vessels Vessel shared the pier with two [redacted] freighters 25X1
[redacted]
The [redacted] discharged general cargo and
departed for Hanoi to discharge automobiles. The [redacted] was later 25X1
scheduled to call Yuling-Chiang to load iron ore. Vessel was preceded at
its berth by a [redacted] freighter, the [redacted] which departed with a cargo of 25X1
rice.
11. Shore Activities The entire crew took part in shore activities during call 25X1
at subject port. Busses were available for trips into Canton. [redacted]
[redacted] although the tours of Canton were interesting, no items of 25X1
military interest were observed. [redacted] the Chinese 25X1
[redacted] were very friendly but close-mouthed. Food and drinks were
reasonably priced. The exchange rate was 94.18 [redacted] marks for one yen. 25X1
Women were not "available" due to government restrictions.

C-O-N-F-I-D-E-N-T-I-A-L

NOFORN

NO DISSEM ABROAD

LIMITED

C-O-N-F-I-D-E-N-T-I-A-L

- 3 -

12. Miscellaneous [] no political comments during the call at subject port. [] encountered very few military personnel during his visits ashore. Two propeller-driven aircraft were observed flying over the vicinity of the berth. [] the blinker station at the head of the river is located at designator F. Another signal station is located at position designated G.

25X1

25X1

25X1

[Comment [] : The rumor that the Second Bar will be dredged is noted with interest. This should greatly increase the capabilities of the port.]

25X1

25X1

- end -

C-O-N-F-I-D-E-N-T-I-A-L

NOFORN

NO DISSEM ABROAD

LIMITED

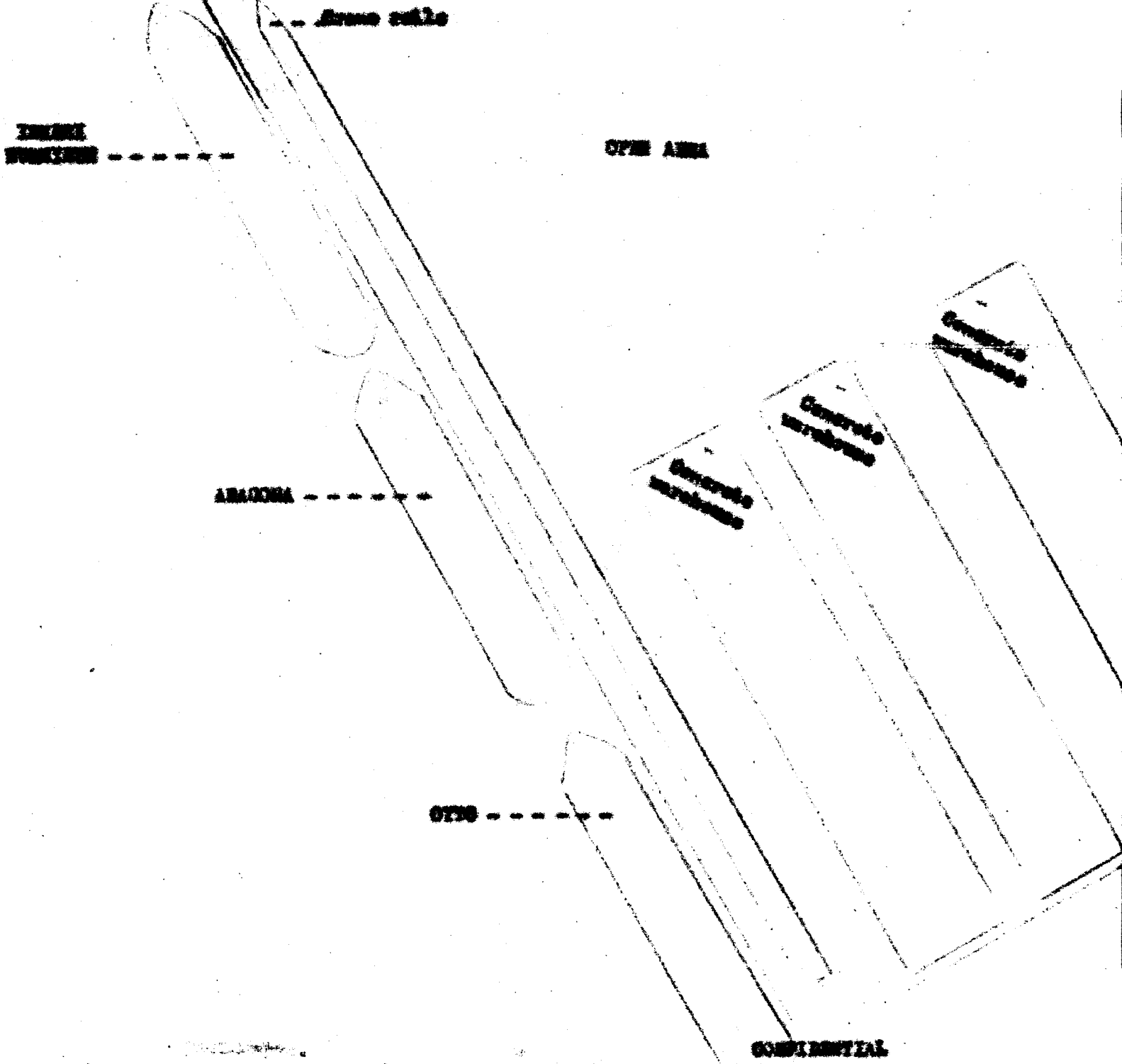
Approved For Release 2009/01/13 : CIA-RDP80T00246A001800440001-3

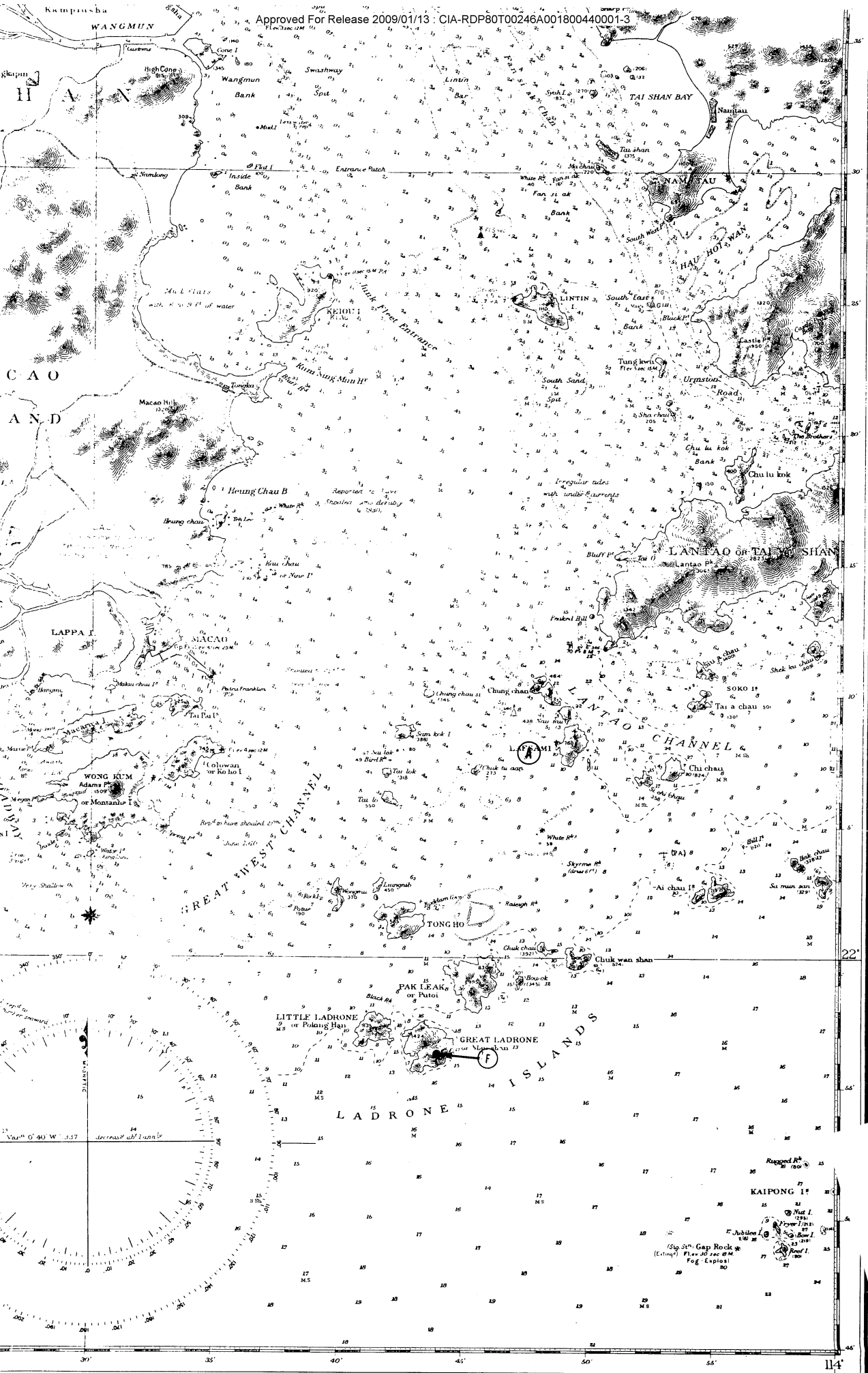
25X1

Page Denied

Approved For Release 2009/01/13 : CIA-RDP80T00246A001800440001-3

CONFIDENTIAL





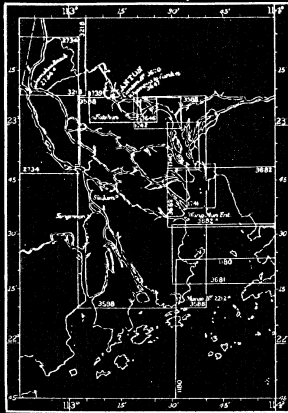
(37 88 + 23 00)
Zc 1937

Engraved 1936

B. A. 2562 25X1

25X1

INDEX TO LARGER SCALE CHARTS
within the area covered by this chart.



Place	Tidal Information				Mean Level
	Lunar tidal information		Height above datum of soundings		
	H.W. Mean	L.W. Mean	Mean H.W. Springs	Mean H.W. Neaps	
St. Kiang The Broadway Pakam	See information on Admiralty Tide Tables.				
	H.M.F.C.	L.W.F.C.			
Lahouet Macao	IX 40m	XV 45m	44 feet	44 feet	4 feet
Lanin I.	X 13	XVI 15m	44	44	3 feet
Wangshan	XII 00		44	44	4 feet
Yanwan Chan	II 00		44	44	4 feet
Taklung Chan	I 30		44	44	4 feet
Chuen H. P.	0 00		44	44	4 feet
Whampoa Dock	I 25	VIII 03	44	44	4 feet
Canton	II 25		44	44	4 feet

CAUTION: Owing to the large interval betw. the information obtained from these

CAUTION: Owing to the large amount of information obtained from these charts, it is not possible to include all details.

NAUTICAL UNITS - METRES											
FAHOMS	1	2	3	4	5	6	7	8	9	10	11
METRES	0.18	0.37	0.55	0.73	0.91	1.09	1.27	1.45	1.63	1.81	1.98
FATHOMS	1	2	3	4	5	6	7	8	9	10	11
METRES	0.18	0.37	0.55	0.73	0.91	1.09	1.27	1.45	1.63	1.81	1.98
FATHOMS	1	2	3	4	5	6	7	8	9	10	11
METRES	0.18	0.37	0.55	0.73	0.91	1.09	1.27	1.45	1.63	1.81	1.98



CHINA - S.E. COAST

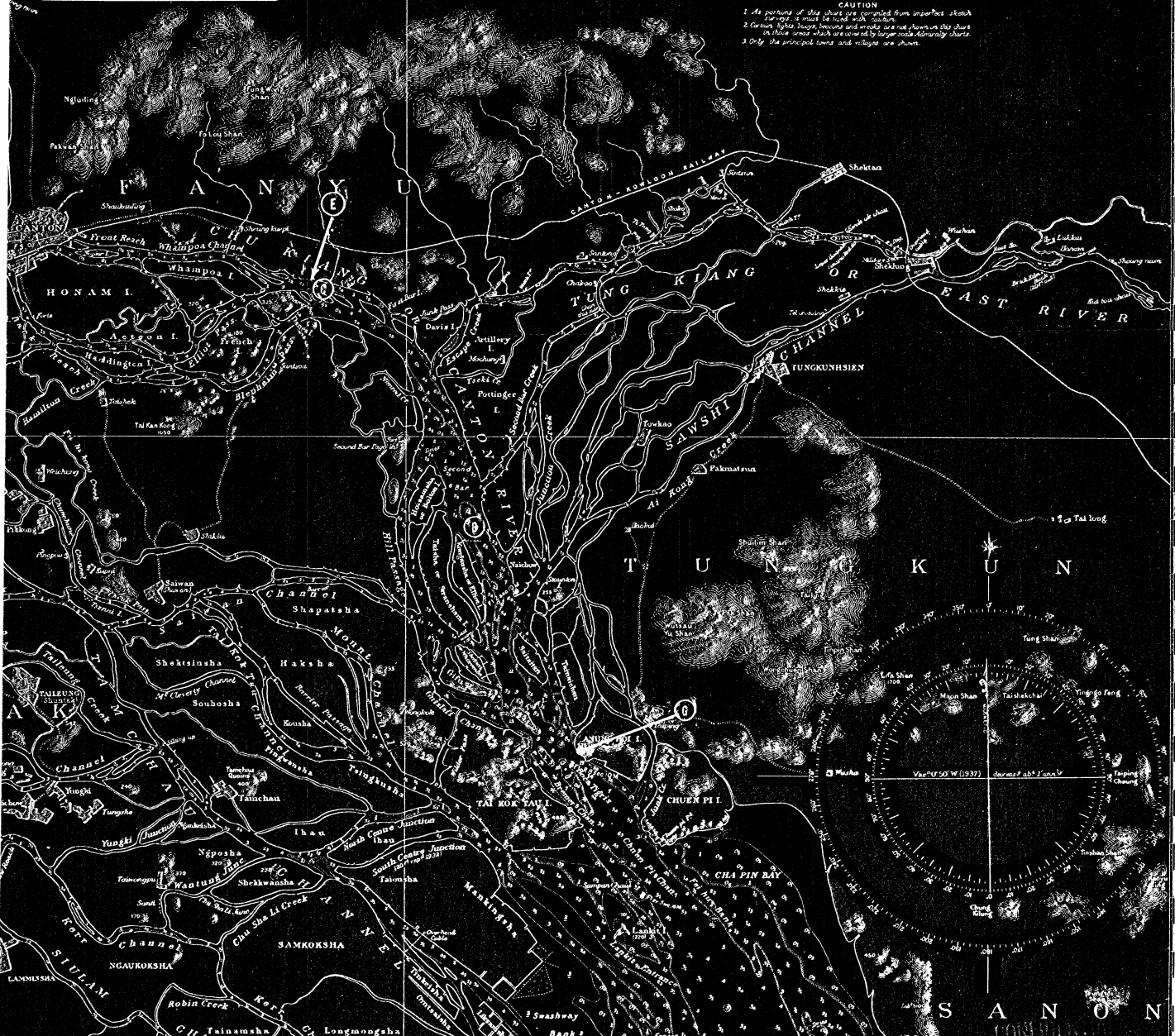
CANTON RIVER AND SI KIANG DELTA

COMPILED FROM INFORMATION IN THE HYDROGRAPHIC DEPARTMENT TO 1936

All Bearings are True (true - 126° 00') and are given from Seaward.
All Heights are expressed in Feet above High Water Springs.
For Abbreviations see Admiralty Chart 5011.

SOUNDINGS IN FATHOMS
(Under Eleven in Fathoms and Feet)
reduced approximately to Lowest Low Water Level.
Natural Scale applies (see List 2240).

CAUTION:
1. As portions of this chart are corrected from imperfect sketch
charts, it must be read with caution.
2. Currents, tides, heights, bearings and depths are not shown on this chart
as these are subject to considerable change. For details see Admiralty charts.
3. Only the principal towns and villages are shown.



BA 2562